Programs Support Team Supply Update

United States Marine Corps Forces, MARFORPAC Team

Throughout the United States Marine Corps' aviation logistics community, especially in aviation supply departments, the word "khaki" immediately spurs responses of: expert, wizard, magician, mentor, and savior. It also conjures up images of "salty" former marines dressed in jeans and polo shirts, suits and ties, dockers and aloha shirts, coveralls and safety boots who teach, praise, chastise, motivate, mentor, and care for active duty marines, sailors, and civilians.

Twenty-one men and women comprise the MARFORPAC Team serving the United States Marine Corps Pacific Forces from Yuma, Arizona to Iwakuni, Japan. Members of the team provide support under the Fleet Assistance and Shipboard Training 2000 (FAST2000) contract. Their total commitment to provide support to our Marine Corps and Navy clients is their hallmark. The composition and incorporation of the MARFORPAC Team is unique within the Naval and Marine Forces.
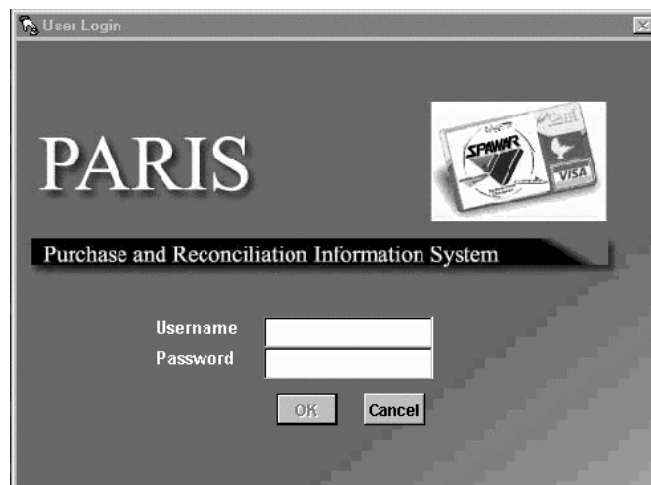
Purchase and Reconciliation Information System
By: Jennifer Rickard

PARIS provides "closed loop" electronic processing of purchase card transactions (PCT) from entry to reconciliation. It allows RPPOs to request parts, and allows stock control personnel to track each transaction via authorization routing chains thus ensuring accountability of purchases.

Activity tailored (ad hoc) reports and standard (defined) reports are available electronically for users to monitor the status of their PCT process. An additional report has been added to allow users to produce a copy of a DD1250 and DD1149 for hardcopy filing or inspection purposes. With PARIS, the tracking of expenditures along with increased management accountability of funds are major benefits. The PARIS application allows for restricted or limited accessibility based on platform specific assigned parameters in order to establish and maintain system integrity. The reconciliation process employed by PARIS is automated via upload of ftp files from banking institutions. This feature greatly expedites the reconciliation process, whereas current programs are manual and research intensive. As a stand-alone system, PARIS has advanced design technology in electronic adaptability that allows for a smooth transition toward future Web initiatives.

For activities interested in learning more about the PARIS program we offer formal classroom instruction. Please contact us at (757) 445-6608 ext 357, DSN 565-6608 ext 357 for additional information. To reserve a billet in one of our classes, E-mail us at oroscomn@cnal.navy.mil. To schedule training, please contact Marlene O'Rosco at (757) 445-6608 ext 315, DSN 565-6608 ext 315, or E-mail to oroscomn@cnal.navy.mil. ∎

In this issue:

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Because of the large geographic area that MARFORPAC encompasses and the relatively small travel budget allocations for contractor support, the Team is dispersed into ten separate units: seven Marine Aviation Logistics Squadrons, two Marine Aircraft Wings, and the Headquarters Marine Forces Pacific.

The *regular* team concept associated with FAST2000 support for Navy and Marine logistics support centrally locates the team members, which allows them to specialize in the various disciplines of logistics support. Within MARFORPAC, at least two members of the team permanently reside with each supported unit. Team members in each unit train and assist the unit's military and civilian personnel, and each has become an integral member of their unit's entire support operation by maintaining "corporate knowledge" and providing expert analyses and assistance.

During the past year, the MARFORPAC Team has played an active role in assisting its units in achieving the following significant goals:

◆ Budget Project 28 management efforts are maintaining a one-to-one relationship between material sales and replenishment. This is quite a feat considering anticipated sales for the fiscal year of $95 million. Legacy application software does not enable efficient management of BP-28, so the MARFORPAC FASTPAC Team had to dive in and swim through thousands of records, manually correcting levels, to maintain positive buoyancy.

◆ For each dollar the client has expended on the FAST2000 contract, the MARFORPAC FASTPAC Team has recovered or prevented expenditures of funds exceeding $91.

◆ Participation in all Aviation Consolidated Allowance List Reviews ensures that every MARFORPAC MALS receives allowances viable enough to support all operational contingencies. This team developed tools that reduced internal review personnel-hour requirements from hundreds of hours to less than 40 hours. These tools also highlight disparities between actual site demand and Navy repository historical data, therefore purifying results.

Today, FAST2000 personnel are intimately involved in every aspect of supply operations throughout MARFORPAC. The continuous, uninterrupted support over the last seventeen years is a testament of the Marines' trust and confidence of the MARFORPAC FAST2000 Team's ability to provide quality, customer service, and best value. ■

Carcass Tracking Flow Chart

Ever found yourself alone at work on a duty day when you need to issue an AVDLR, but you don't know the proper procedures or try looking them up and find it nearly impossible to decipher the process in one day?

The MARFORLANT Team took the initiative to develop a user-friendly flow chart that clearly outlines the entire carcass tracking process. The FASTLANT Team then reduced the process to a Microsoft PowerPoint slide show to improve training efficiency. The slide show guides the user step by step through the issue procedures to ensure that the carcass tracking process is adhered to.

If you are looking to reduce your overall carcass charges or further train your personnel in carcass tracking, this is the product for you. The Repairable Document Flow Chart is available in its entirety on our Web site at:
http://mtat.salts.navy.mil/lib.htm
under "Other FASTLANT Publications." ∎

For archived copies of the

Supply Update

click on:
http://mtat.salts.navy.mil/suadps.htm

Micro CTL II for Optimized NTCSS 2

In early 2002, problems arose as the RSupply database began to run out of available space. The FAST2000 Team consensus was to strip Cumulative Transaction Ledger (CTL) files of all data except that obtained from the last year. SPAWAR developed SQL based pre-purge extracts and purge scripts for the *tl_matl_data* and *tl_matl_hdr* files. The pre-purge extract files contain the data that was stripped. The first file contains all of the header records, and the second file contains the data records. Utilizing the stand alone MicroCTL II process, this data is available for retrieval by the users.

The database layouts were set up to receive the data from RSupply, and the display screens were designed to present the information from the strips in an easy-to-use and easy-to-read format. The data stripped from the RSupply CTL was separated into two database files: the Material Transaction Ledger (MTL) and the QCOSAL Transaction Ledger (QTL). The user is able to access the data records in one of three modes: by a specific NIIN, specific date, or a range of dates. In each selection, you may filter records by a specific transaction code. To assist in decoding the transaction type codes, the system can display and/or print out Transaction Code Reference listings. These cross-reference reports can be printed in either *transaction code* sequence or *transaction phrase* sequence. They can also be printed based on a specific NIIN, or selected *batch input*, which generates reports for a large number of NIIN's automatically.

MicroCTL was originally designed as a method to capture the CTL databases from SUADPS-RT when converted to RSupply. Since the record formats of the CTL in RSupply are different than SUADPS, the decision was made to implement RSupply with a blank CTL and convert the rest of the databases from SUADPS. The FAST2000 Team recognized that the loss of the CTL data would impact the ship with an inability to perform historical research and impair the ability to conduct reconciliations. MicroCTL II works in much the same way; data is still captured and presented to the user. The look and feel of MicroCTL II is consistent with the original MicroCTL. Anyone familiar with MicroCTL should be equally able to work with MicroCTL II.

MicroCTL II runs on any computer that meets IT-21 specifications. The install package is restricted to allow installation only on PC's running Windows NT 4.0 or Windows 2000. Due to the volume of data

**Micro CTL II for Optimized NTCSS 2**

processed when loading the database, installers should use the fastest PC available to load data.

NOTE: A Pentium II 400MHz PC requires about 40 minutes to load 425 MB of data from a purge. Most of the loading time is used in hard drive access. Faster processors won't have as much of an impact on speed as a faster hard drive. Set monitor resolution no lower than 800x600, small font (1024x768 recommended).

The database loads are cumulative. Activities can apply any future strips of the CTL to the database. If for some reason the database needs reloading, first reinstall the blank databases, load all strips in order, then place the database files on a network server. Map the drive this way in order for the files to appear as if they were in the sub-directory *X:\RSCTL1*. MicroCTL II has **not** been certified to be loaded on NMCI computers. ∎

For additional information, contact the *FASTLANT Team* at:
DSN: 565-6608 ext 322 or 348
COMM: (757)445-6608 ext 322 or 348

NEMAIS
Update
By: J.R. Esposo
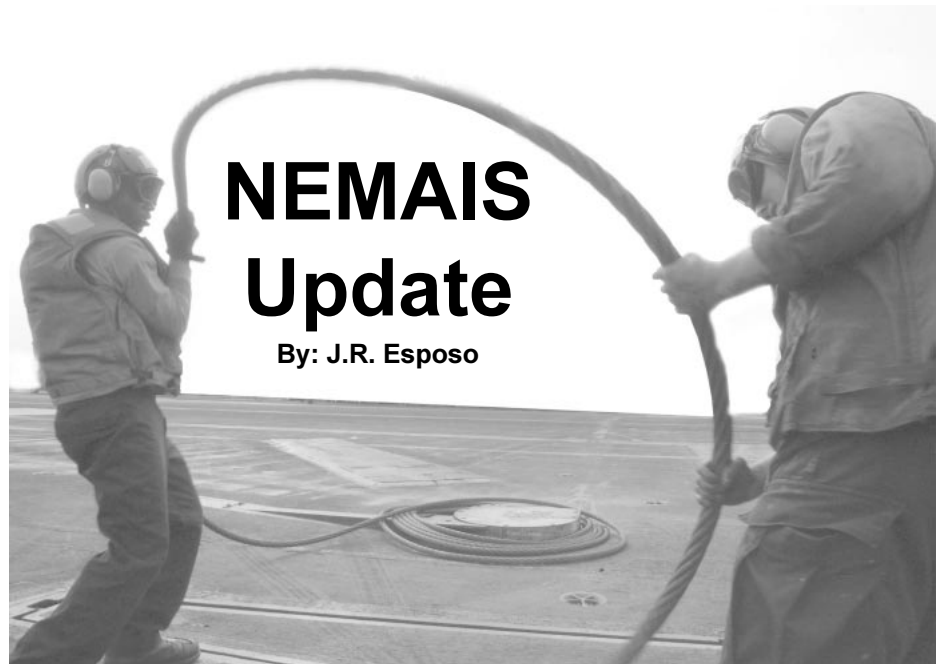
NEMAIS is Up and Running
On June 3, 2002, Navy maintenance activities in the Mid-Atlantic Region began using the NEMAIS solution to accept, plan, assign, schedule, and execute I-Level maintenance work in an Enterprise Resource Planning (ERP) environment. This was the first step in what may possibly become a Navy-wide deployment of NEMAIS to all intermediate and depot level maintenance activities and to all Fleet ships. The first keystrokes made in NEMAIS created projects, funding streams, and key events for Fleet Maintenance Availability (FMAV) for the USS ROSS (DDG 71) and the USS BATAAN (LHD 5).

NETS personnel worked with NAVSEA, Fleet staff, and teams from their customer maintenance activities to resolve the few remaining obstacles to *Go Live*. Successful conclusion of the independent Certification Test and Evaluation (CT&E) enabled NAVSEA to grant an Interim Authority to Operate (IATO) in a production environment; the final hurdle before initiating *Go Live*.

NEMAIS Begins its Shakedown Cruise
With the *Go Live* milestone achieved, the NEMAIS Program enters its next major phase; a shakedown of the NEMAIS processes and system. Mid-Atlantic regional maintenance personnel are not only being asked to learn and use the new process and system, they're also helping to improve it.

To Be processes were designed to standardize and streamline the way in which Navy maintenance activities do business. However, the power of an integrated information system and database is expected to enable users to generate even greater process efficiencies once the capabilities of the system are realized. Full deployment will allow for maintenance

FAST2000 Team

The FAST2000 Team offers numerous products
to assist Fleet activities with their supply training requirements.
For more information, contact your TYCOM or MALS FAST2000 Team.

decisions, and possibly replace as many as 140 non-integrated legacy information systems, and improved maintenance efficiency. It also will give the Navy a powerful tool to identify and evaluate maintenance costs and reduce total ownership costs. In order to identify any problem areas, users are asked to report their experiences to the NEMAIS Support Center.

Supply (Material Management) Functions
With the ERP system in place, some supply functions were re-engineered and additional functions were added to automate and simplify the financial adjustment to increase or decrease obligations when the following supply statuses apply: BA, B7, BJ, BN, NR, and NU. Requisition follow-up with the document identifier (DI) ATA is automated at 72 hours past the requisition DTG. DI AF1 is also generated when CC 70-73 of status code BM, BD, BB, BV, BZ, NF, NG, NK, NR, NU, or NZ is equal to the current Julian date. All types of cancellation statuses were included in the ERP processes with the exception of material obligation validation (MOV) status BS. This status does not cancel and de-obligate funds, but automatically creates DI APR to reinstate cancelled requisition from the supply activity.

Material obligation validation (MOV) is also in place within the ERP processes. DI AP1 is generated only if records reflect partial or full cancellation request DI AC1 or AK1. Also, a single DI BMV is generated for submission to DAASC to certify validity of other records.

Depot level repairable (DLR) management is also included in ERP process. All incoming DI of BK1, BKR, BK3, BK4, and outgoing BK2 become a part of the requisition status. A transmission of the shipping document is included in the next upgrade.

Things that make you go, "Hmmm?"

By: George Kanaly

My first experience with the truly weird occurred when I was just a young lad, barely out of diapers. My mom always complained when I stood in front of the refrigerator with the door open, just gazing inside. "Close the door for goodness sake. There are no movies running inside that ice box!" But I wasn't looking at movies. I was trying to figure out if that stupid light went out when the door closed. I was 35 before I finally figured that one out.

Then there's that phenomenon about socks…. It's laundry day, you put several pairs of socks in the wash, and when all is said and done, you're missing the matches to two or three pairs. Where do they go? Why is it that in a month they will all show up again like they were never missing? Do they go on vacation? Do they need time away from my feet, or is there some kind of falling out with the matching sock that causes the other one to take off for awhile?

Then of course the ultimate question comes up whenever I play putt-putt golf. There I am on the 18th green. I have played a spectacular round, and the voices in my head are cheering madly. I line up my final putt and sink it on the first swing. I smile and slowly approach the hole. I reach for the ball and much to my surprise (every single time), the ball has disappeared somewhere into the depths of the golf course. You know, I've tried marking the ball just to see if I might trace its course through the subterranean tunnel system at the course, but I always come away empty and dejected. How utterly depressing.

These mysteries play well into Optimized NTCSS. As the System Administrator, there are procedures that you must accomplish before rebooting the system. But, the procedures manual doesn't tell you why.

When I forget to carry out the daily checks, what happens to the files I didn't check? Do they go the way of the missing socks or the golf ball? As I get older, will I figure out their whereabouts like with the refrigerator light? No! It's relatively easy if you are part geek and part human. Snooping around the system will reveal untold mysteries to you, and help you to unravel many of them. Everyone has to be somewhere, and it's the same with most files in optimized. There are places to go and files to read that can save you when you feel utterly depressed.

When you select View Sybase Errorlog from the Sybase Menu, what is the source of the information? If you bring up a dtterm screen and change the directory to /opt/sybase/install, you will find a file named NTCSS_RSUP_errorlog. This is the file you peruse to determine the size of your application database. Remember, you search for the word full during your daily checks, and the error log presents the current percentage of full for the database. That NTCSS_RSUP_errorlog File contains the Sybase error log for the day on which you view it. However, there also are files in that directory known as NTCSS_RSUP_errorlog.mm-dd-yy-hhmmss with a similar file name and a date time stamp on the tail end. So, depending on the error log in which you were interested, all you have to do is execute a pg command on the file name, and you have the information you desire. The same technique applies to viewing nightly error logs. Under the /h/NTCSS_RSUP/errors Directory, you will find an accumulation of nightly error logs from which to pick and view.

Let's say you wanted to review old database consistency check (DBCC) results. Simply change the directory to /h/NTCSS_RSUP/dbcc. Results from DBCC are available for all databases on a particular system. The data is out there. To retrieve it, you only need to know where to look. The best way to learn how to solve these mysteries is to attend the Basic Operator Workshop for Optimized NTCSS II that we conduct at COMNAVAIRLANT each quarter. In addition, we can make special training arrangements depending on the availability of instructors and training spaces.

There is so much more to the system than just pointing and clicking or selecting an option from a menu. The questions that I've answered in this article barely scratch the surface of what more you can learn about Optimized NTCSS.

Right now I have to go find matches for my missing socks. I hope to see you in the classroom. ∎

To schedule training, please contact Marlene O'Rosco at (757) 445-6608 ext 315, DSN 565-6608 ext 315, or E-mail to: oroscomn@cnal.navy.mil.

NEMAIS Update Continued from Page 5
The shelf-life management program is more simplified within the SAP processes because materials are received and shelved according to manufacture date, packed date, or cured date, which must be entered. If the receiving personnel failed to put the date on the item, the receipt does not process. When the receipt is processed, SAP computes the expiration date based on the assigned shelf-life code (SLC).

Lastly, credit card purchases with the CITI Bank invoice summaries are done automatically. This process is only effective as long as a buyer records the reference numbers of every purchase.

Special thanks to the CIAL News Update for contributing to this story. ∎

Programs Support Team Provides U.S. Navy with Targeted Training, Logistics, and Analysis Expertise

The CACI Programs Support Team (PST), headquartered in Norfolk, VA, is a worldwide effort that executes on four major contracts: FAST2000, GSA, ILO, and NAVSEA MAC. The PST provides training, functional analysis, and support to NAVSUP, DFAS, CinCs, TYCOMs, MAWs, NAVSISA, FISCs, NAVICP, NASS, and numerous other Navy customers.

Programs Support Team employees (198 total) work on and off government sites, in Norfolk, Okinawa, Iwakuni, Honolulu, San Diego, and Mayport, as well as on board ships, while executing in excess of 30,000 man hours per month.
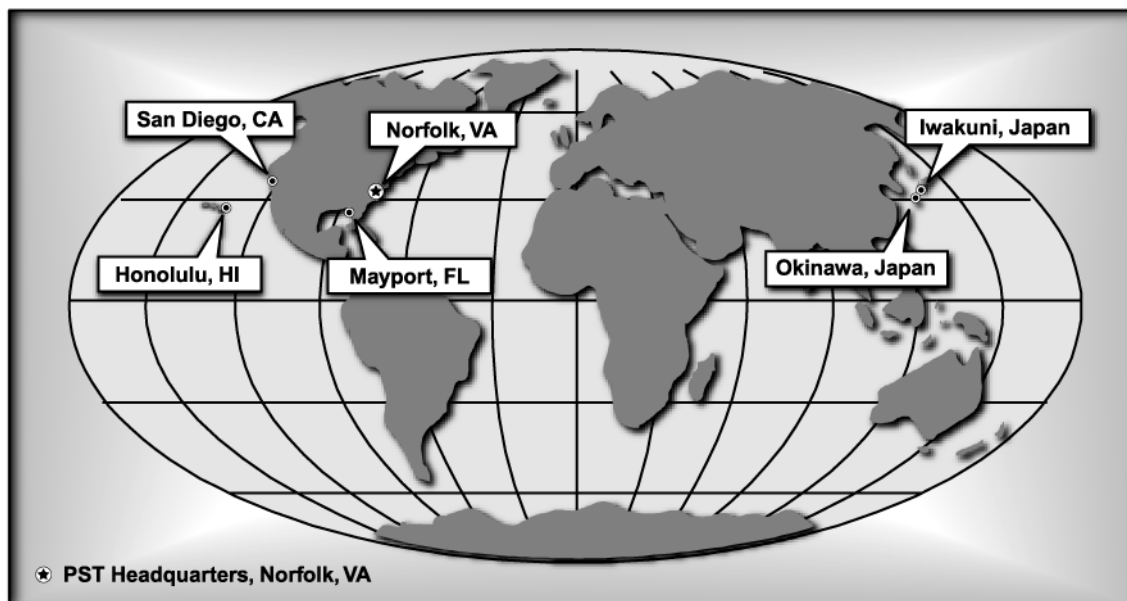

PROGRAMS SUPPORT TEAM

San Diego, CA • Norfolk, VA • Iwakuni, Japan
Honolulu, HI • Mayport, FL • Okinawa, Japan

Illustration: Pete Overman

★ PST Headquarters, Norfolk, VA

FAST2000

The Fleet Assistance and Shipboard Training 2000 (FAST2000) Program is sponsored by NAVSUP for automated supply management support at NAVSUP, Navy, and Marine Corps activities. Its purpose is to provide Fleet users with targeted logistics training and analysis expertise. The Team's primary goals are to support the Fleet through on-site implementation and training. The Team's outstanding work has been proven since 1986.

In addition to providing sustaining support for existing processes/systems, the following are descriptions of numerous emerging initiatives for design and development of training, conducting training, functional testing, and implementations the FAST2000 Teams are supporting.

MLDN

The Maritime Logistics Data Network (MLDN) improves core supply functions on board ships by reducing shipboard workload for supply management. Under MLDN, certain Stock Control functions, including inventory and financial management, are accomplished ashore. MLDN ashore functionality includes requisitioning, stock item management, financial transmittal generation, and associated supply management processes. Utilizing MLDN, the ship's official stock and requisition records are replicated ashore where FAST2000 MLDN team members provide support.

PARIS

The PARIS application is designed to manage government Purchase Card Transactions (PCT) from entry to reconciliation via electronic processing in a windows environment. The PARIS application establishes restricted/limited accessibility based on platform specified parameters to maintain system integrity. The reconciliation process is automated via import/export of SALTS files from/to banking institutions to ensure prompt payments in an expeditious manner.

SNAP II IBS

The IBS PSNAP II (SFM) application is designed to perform multiple inventory related tasks utilizing barcode technology. IBS improves inventory accountability and processing procedures. It includes scheduled inventories, location audits, and prints National Stock Number and/or location barcode labels.

MicroSNAP/MicroSNAP SFM

Recently the FAST2000 Team developed classroom-training curriculum for MicroSNAP/MicroSNAP SFM. MicroSNAP is a logistics management information system that automates records associated with equipment configuration and maintenance, material requirements, requisitions, receipts, inventory, and financial functions for sites afloat and ashore. The Supply and Financial Management Subsystem (MicroSNAP SFM) is designed specifically to provide the necessary tools for management of an activity's material requirements, requisitions, receipts, inventory and financial processes including any associated reports and listings. MicroSNAP/ MicroSNAP SFM is currently in use at Construction Battalion Units and SPECWAR Units ashore and onboard Mine Countermeasure Units, Assault Craft Units and others.

RSupply Afloat and Ashore

In support of the Relational Supply (RSupply) Afloat and Ashore initiative, sponsored by NAVSUP, the FAST2000 Team manages/tracks the implementation of new activities. They support pre-implementation file clean-up, subsequent file conversion, and training. To date, five Air Stations and 33 former SNAP I activities have successfully implemented RSupply. (See article "Things that Make You Go Hmmm?" on page 6 and "MicroCTL" on page 3 of this publication.)

Working closely with the FAST2000 Teams and providing the added value of synergy the following initiatives are being executed by the Programs Support Team.

CNRMA

PST personnel interface with Fleet activities and Commander Navy Region Mid Atlantic (CNRMA) personnel to monitor Aircraft Operations Maintenance (AOM) obligations. They conduct continuous reviews of financial records and reports, extensive research to correct erroneous charges or obligations, and review, verify, and validate daily transaction listings to ensure proper obligations and expenditures. Additionally, they are responsible for verifying active document listings for current status, price changes, and cancellations. (See article "Purchase and Reconciliation Information System" on page 1 of this publication.)

KEY OBJECTIVES

- ❖ Improve training through review and analysis of evaluations.

- ❖ Maximize Cost Avoidance/Return on Investment (CA/ROI) for customers.

- ❖ Increase employee participation in risk identification, mitigation, and resolution.

- ❖ Identify needed training, assistance, and analysis and provide practical and cost efficient solutions.

- ❖ Improve team member training and practical skills through cross training/CDA interaction and mentoring.

- ❖ Effectively allocate resources to maximize synergy among related projects.

- ❖ Ensure procedures support on-time deliverables.

NAVSUP MFCS-CRT

The Consolidated Research Team (CRT) provides Material Financial Control System (MFCS) Retail Afloat support for NAVICP. The CRT monitors incoming daily TIRS and worksheets for identifying missing TIRs, reconciles Unreconcilable Balances (URBs) to ensure that the TIRing activity and NAVICP records are in agreement, and provides corrective transactions for SIT/MIT/AP. The CRT coordinates inventory schedules and resolves discrepancies resulting from the inventories. The CRT also provides support to CINCLANTFLT in Budget Project 28 (BP28) management and MFCS-PC Life Cycle Support (LCS).

MFCS ASHORE

In support of the Navy's initiative to convert Fleet Industrial Supply Centers (FISCs) retail stock from UADPS Applications E&F to MFCS Retail, PST personnel provide financial, logistics, programming and administrative analysis. To date FISCs Jacksonville, San Diego, and Norfolk have been converted. PST personnel designed and developed necessary training curriculum and conduct both pre- and post-conversion training as well as pre-conversion file reconciliations. Additionally, converting FISCs San Diego and Norfolk supports the NAVSUP ERP business initiative with the ability of having a consistent conversion strategy.

NAVSUP PROGRAM SUPPORT

In support of the Navy's initiative to ensure it's accounting system complies with DOD standards and congressional mandates and is compliant with the Chief Financial Officer (CFO) Act, PST personnel research, design, and develop requirements that support discontinuing noncompliant Ashore and Afloat processes, migrating compliant processes into MFCS, and developing processes within MFCS that meet all the standards requirements. Additionally, PST personnel assist in establishing budgets, monitoring performance, manpower and resource planning, and financial reporting.

CARP

PST personnel managing Consumable Assets Redistribution Program (CARP) provide NWCF activities with a single turn-in point for excess consumable SRI material. They facilitate the offload process and redistribute excess material on a budget neutral basis. PST efforts improve supply/operational readiness and achieve cost savings through BP28 expenditures and Navy to DLA transaction processing cost avoidance. CARP accomplishes an average of 3,000 issues per month and has received 226K line items since its inception.

NEMAIS ERP

The NEMAIS program is responsible for delivering integrated logistics software in support of Navy Maintenance and Supply policies and procedures. PST personnel provide functional analysis for the design and development of the processes associated with the ERP initiative. They coordinate supply processes and map supply and maintenance

tasks, incorporating Fleet procedures and identifying any enhancements to the processes. (See article "NEMAIS Update" on page 4 of this publication.)

Programs Support Team Quality Policy
The Programs Support Team is committed to providing quality customer service at the best value by meeting or exceeding all requirements, continuously improving our services, and demonstrating readiness, resourcefulness, and responsiveness. ∎

<div align="center">

A program's reputation is not built on promises.

</div>

For additional information on PST efforts, contact:

Chuck Charboneau ~ Director
P.O. Box 15009 Norfolk, VA 23511
(757) 444-5901/5902/5903/5904
ccharboneau@caci.com

on the back...

Two Aviation Boatswain's Mates await the landing of an F/A-18 Hornet from the "Golden Dragons" of Fighter Attack Squadron One Nine Two (VF-192), part of Carrier Air Wing Five (CVW 5).

CACI